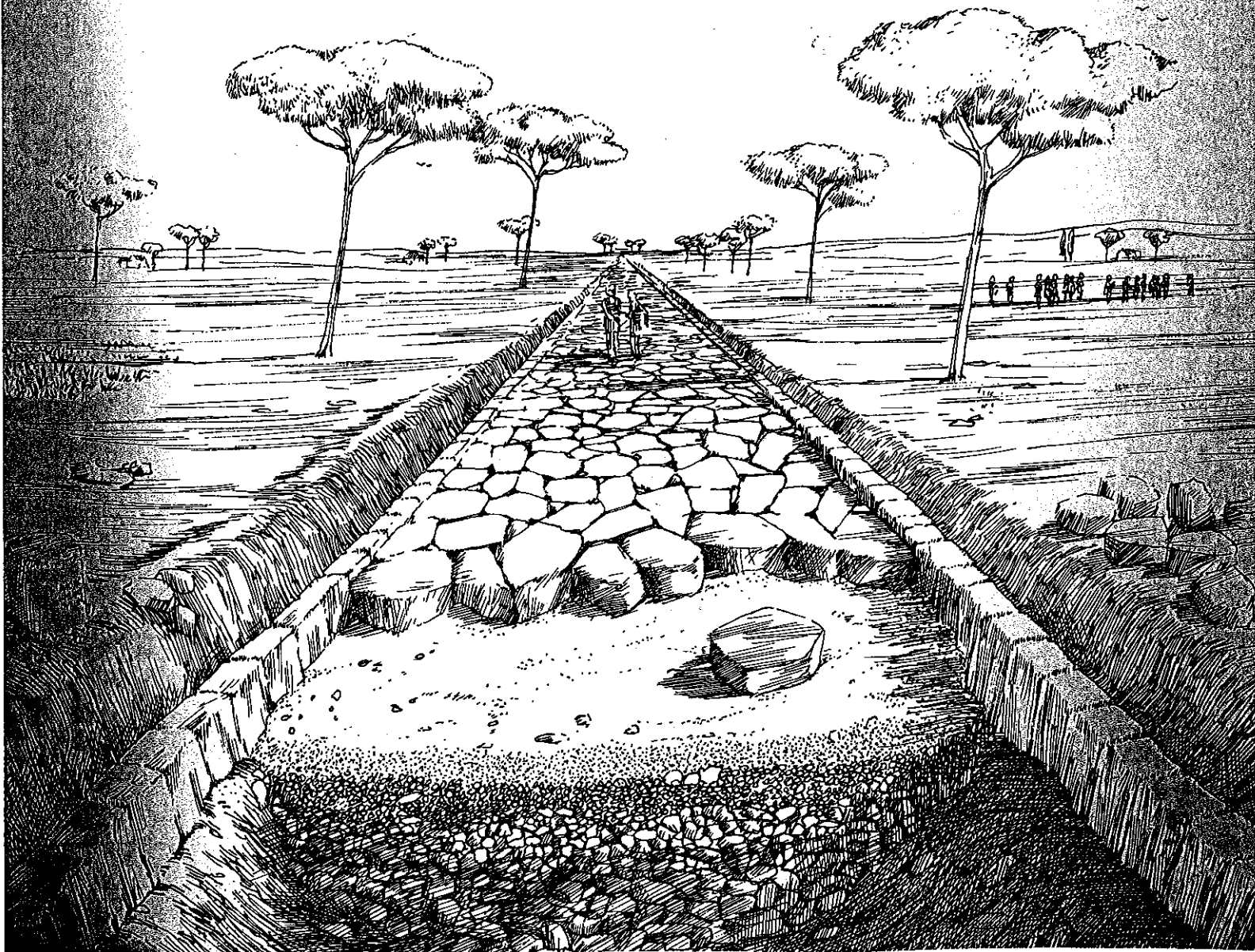
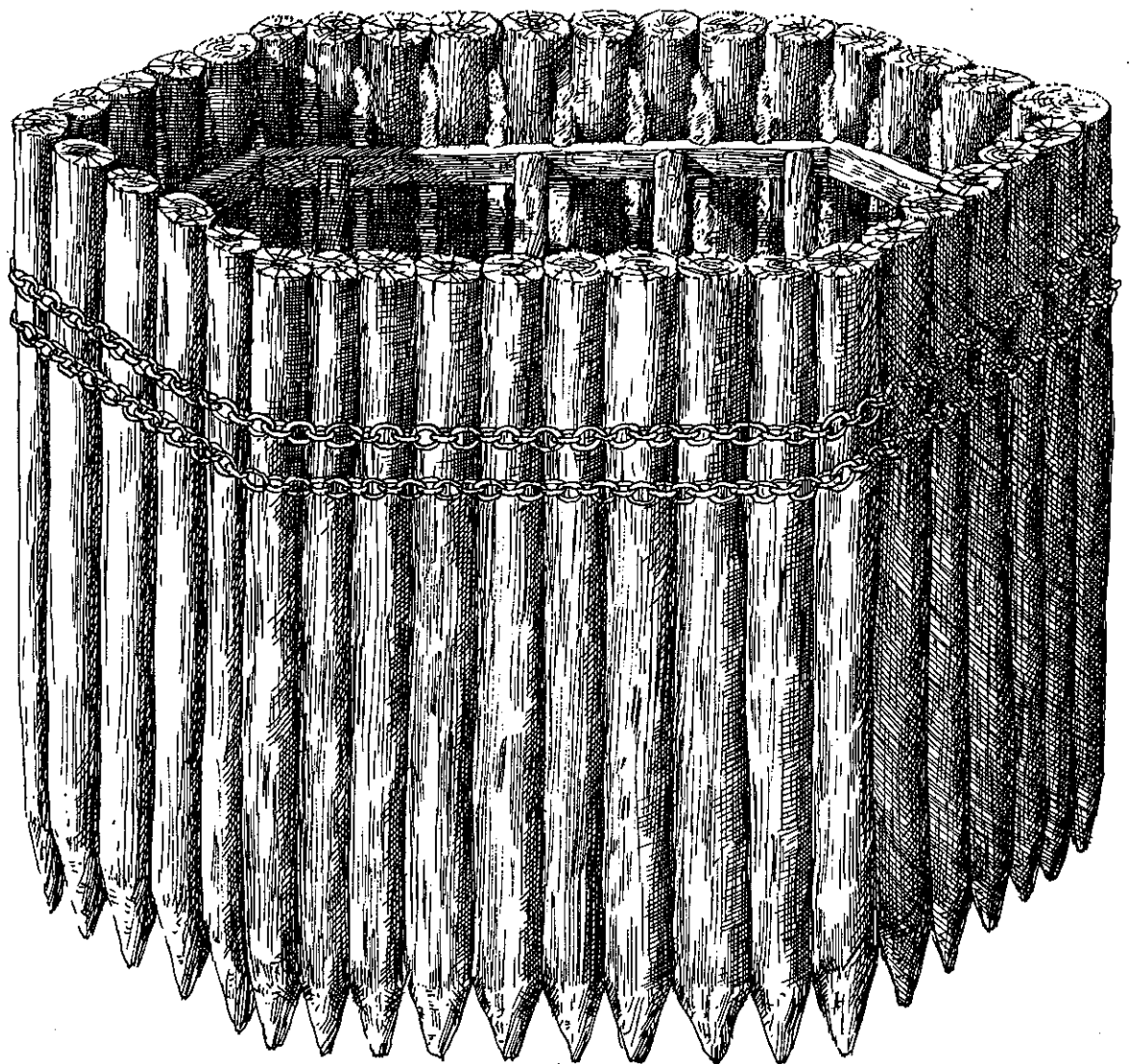


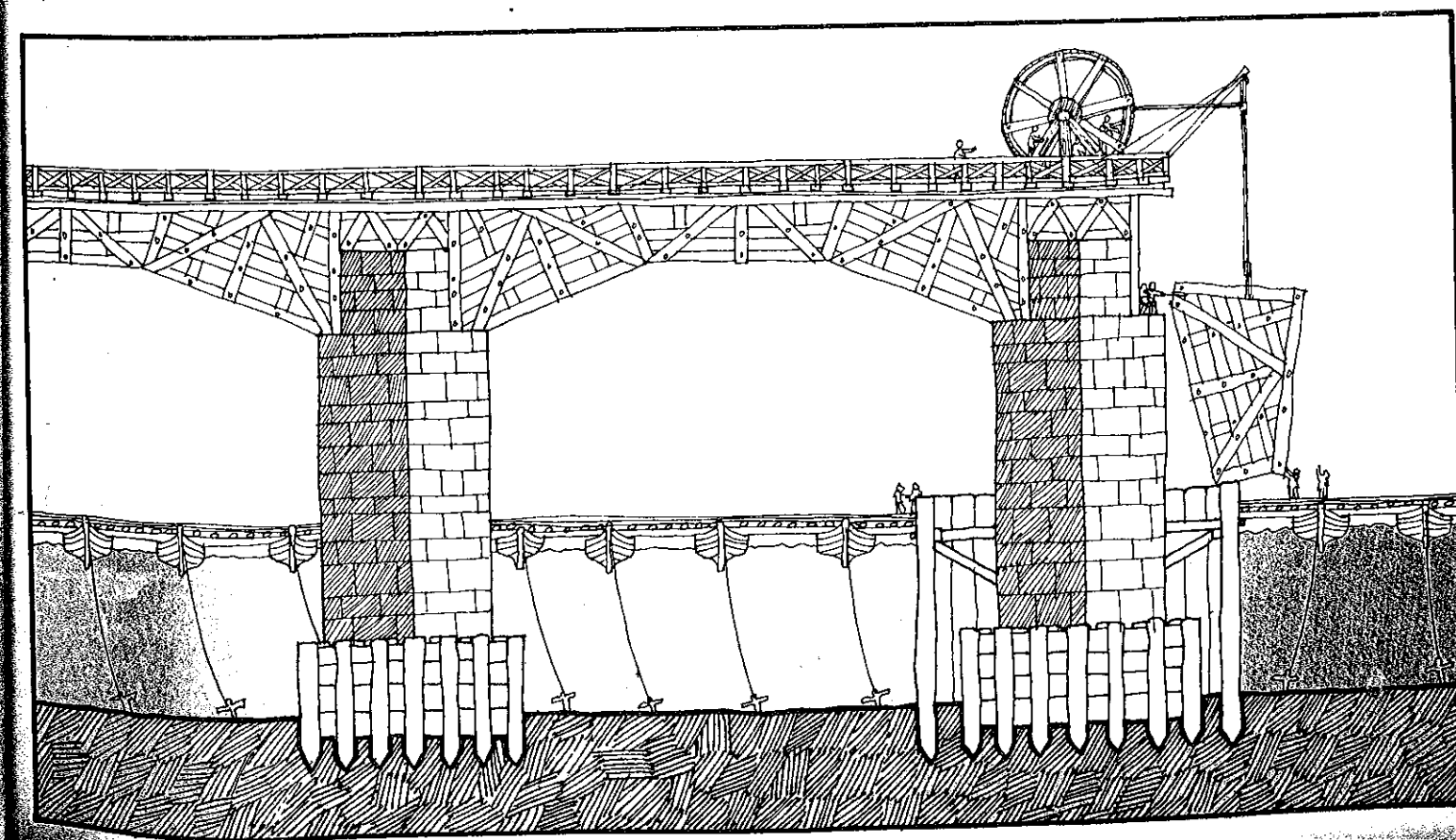
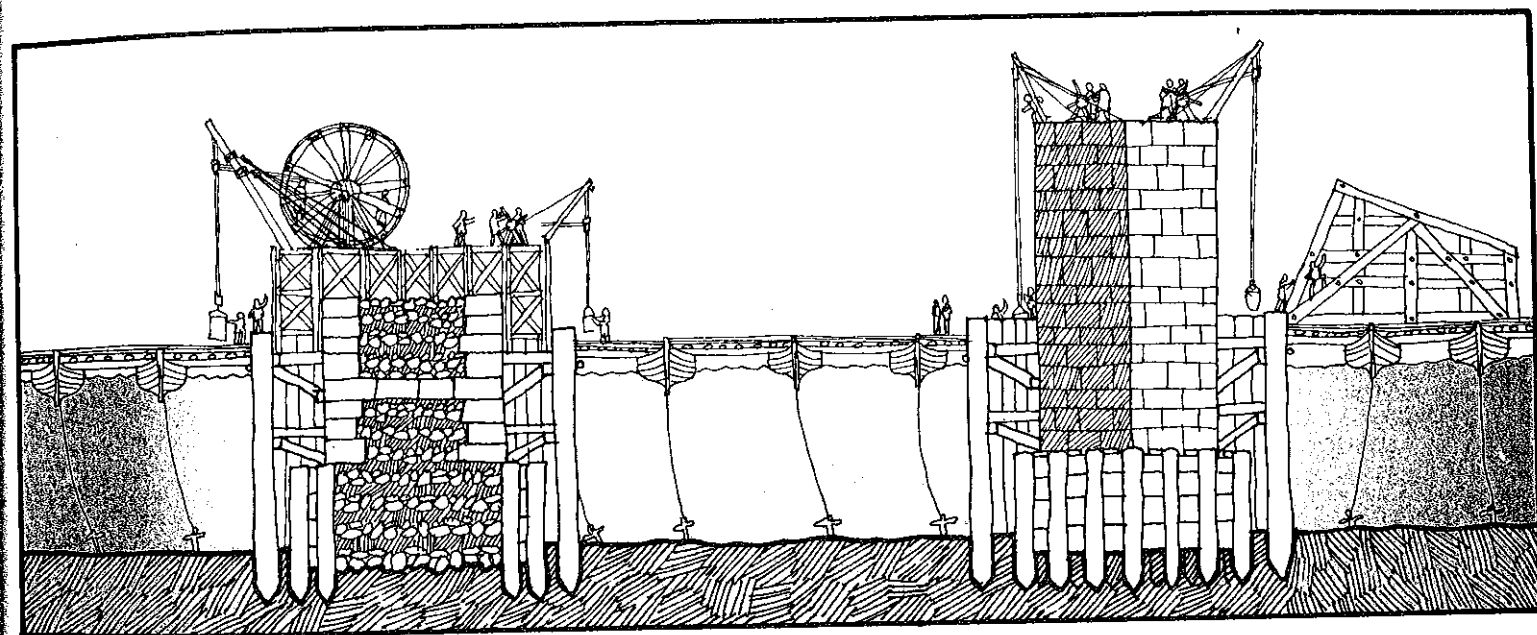
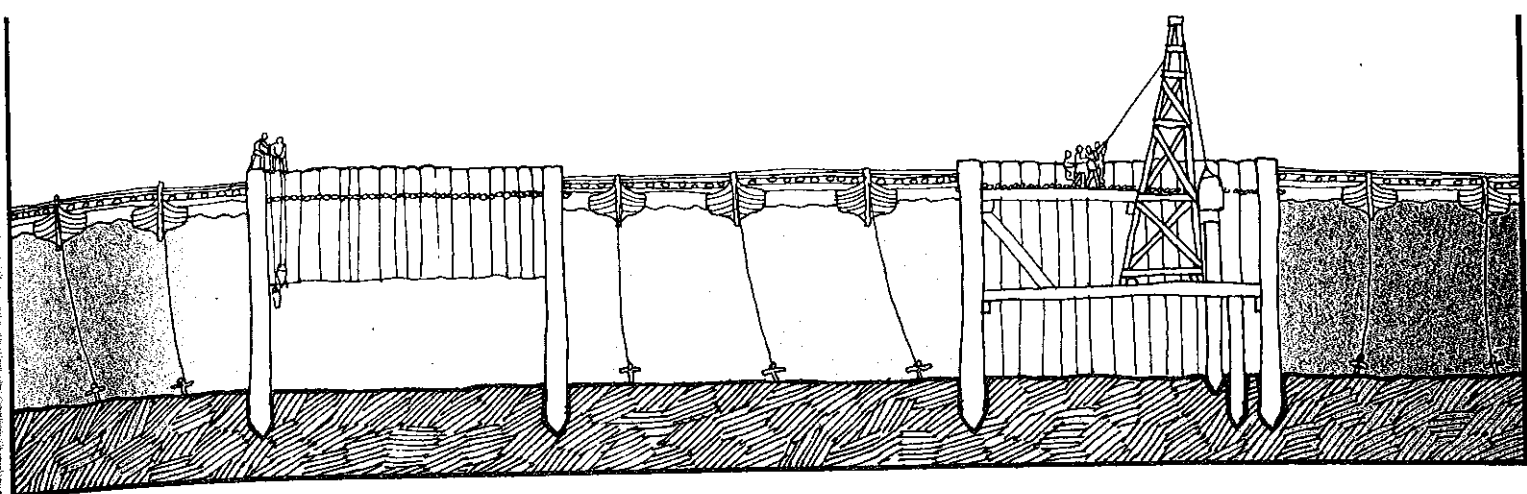
The new roads and bridge were completed before work began on the city itself. Once the surveyors had marked out a road with stakes, a ditch was dug on each side into which a row of curbstones was set. A deeper ditch was then dug between the two rows of curbstones which was filled with layers of stones of varying size. The top layer formed the pavement of the road and rose slightly in the center to force the rainwater into the side ditches. The pavement was constructed of flat stones that were carefully fitted together. Any spaces left between them were filled with smaller stones or pieces of scrap iron.



From the boat bridge work began on the permanent bridge. It was to be made of wood and supported on five stone towers called piers which were to stand in the river. Cofferdams were built so the laborers could erect the piers without having to work underwater. First, piles were driven into the riverbed. These were oak tree trunks, with all the bark scraped off, chiseled to a point at the bottom. They were chained together vertically in a shape around which the river could easily flow. When the gaps between the piles had been filled with clay, the water was pumped out of the enclosed area.

Each pier stood on a foundation of tar-covered piles and was constructed of carefully cut stones on the outside and smaller uncut stones on the inside. The mortar used between the stones contained pozzolana. When the piers reached a height of thirty feet above the river, wooden arches were hoisted into place between them.





A wooden road was nailed to the arches and covered with a layer of earth.
The finished road stood almost sixty feet above the river.

